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On the Cover



DER GASSER

A monthly publication of the Riesentöter Region
Porsche Club of America
AUGUST 2008

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Submissions

The deadline for submission of materials is the **20th of the month** preceding publication. Please e-mail submissions to Got2BFit@aol.com with "Der Gasser" as the subject line.

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Der Gasser is the official publication of the Porsche Club of America, Riesentöter Region, and is published ten times a year. Any statement appearing in Der Gasser is that of the author, and does not constitute an opinion of the Porsche Club of America, Riesentöter Region, its executive staff, or the editors. The editorial staff reserves the right to edit all material submitted for publication. Classified ads are free to PCA members and are printed on a space-available basis.

For the latest information, please visit the Riesentöter Region web page at: www.rtr-pca.org.

From the Editor's Desk

Ever since my Dad passed away last December, I've made it my business to call my mother often to check up on her. As I speak to her just about every day now, she noticed that Jim and I spend a lot of time involved with various RTR activities such as meetings, social events, and DE weekends. When I shared with her what a wonderful time I had down at Summit Point, WV, for the recent DE event, she thought I actually hopped in "Zip" for a change and did some driving myself! I told her that I did nothing of the sort – I hooked up with my fellow "track widows" and we went to a MASSIVE arts and crafts festival. There were over 200 vendors, food/wine samplings, and live, traditional Bluegrass music. Later that night we all met again and had a blast at a local casino. Jim and I drove home in the same cars we arrived in, so NO I didn't loose THAT much.

When I look back at the many DE events we've participated in, my favorites are always the ones where our friends are attending the same events. It just wouldn't be the same if the fellowship wasn't there. As I told my Mom on the phone that day, it's not just the activity itself but the people you're with that make the event memorable.

See you 'round the garage,

Maureen Sangiorgio

State of the Region

By Brian Minkin, RTR President

August has arrived and RTR continues to turn its wheels. Our Charity Autocross was very successful as you will see else where in this issue. RTR raised over \$4000 for the ALS Association and all drivers and spectators had a grand day at the Reading Airport. The RTR calendar is still packed with many more Drivers Education, Touring and Social events. Visit the web site calendar and I am sure you will find one to fulfill your interests.



Fall is right around the corner and this is always a reminder that our election meeting is coming up in October. Our Bylaws stipulate that a nominating committee will present at the August club meeting a slate of recommended nominees for each elected office. The Slate is:

President – Brian Minkin
Vice President – Hugh McNenly
Treasurer – Steve Mankowski
Secretary – Chris Karras
Membership – Marty Kocse
Tech – Larry Herman
Editor – Maureen Sangiorgio
Autocross – Steve McMorn
Social – Robin Zelinskie
Track – Tom Zaffarano
Marketplatz – Francine Knochenhauer

If you are interested in running for any of these positions, you may do so at the August and/or the September Meeting. Active and family-active members may make nominations from the floor. No second is required. Nominations from active and family-active members may be submitted in writing, to be received by a member of the Executive Committee prior to the September meeting. An individual may be nominated for only one office. Nominations will close at the end of the September meeting. All members will be sent notice of the election and the candidates in a club publication prior to the October meeting. The actual ballot will be published in the October issue of Der Gasser. Election takes place at the October meeting.

Enjoy your P-car and Turbo-Charge your passion. Get involved with RTR.

Stay Tuned,

Brian Minkin



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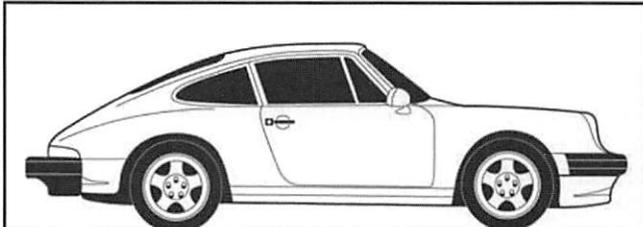


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The Pleasure of Mastery

By Christopher G. Karras

Mastery: the possession of consummate skill, a natural or acquired facility in a specific activity. We have all experienced it on the road, and maybe on the track. The sweet taste of mastery can be an intoxicating nectar that lingers long in our memory. For each of us the desire for motor sports mastery may have started early or later, but it has grown and deepened such that it has seated us in a Porsche, the pinnacle of sports cars, and brought us to the Riesentöter Region of the PCA.

The Path

Reflect back on the sense of accomplishment you felt when you passed your state driving test. You safely navigated a street course, stayed between the lines, managed traffic, heard and followed your examiner's instructions and obeyed the traffic signals. You felt good. Now imagine yourself on an unfamiliar race track with no marked lanes and no traffic signals. There are corners in your path, but where you turn in, apex and track out is a mystery—it's all new. If you are a novice driver there is an instructor sitting in the passenger seat to guide you safely around the course. If you are an experienced driver you might be alone in the car and experimenting with different paths to see what works. In either case, you are learning the line, one of the basic skills, and one of the most satisfying to master.

Riesentöter uses colors to distinguish the several driver education groups: green, blue, white, black and red. Wholly arbitrary designations, but underlying the labels are detailed criteria for what it means to qualify for one group or another. The club looks for 15 elements in a novice's driving to merit promotion from green to blue, another 18 for the step from blue to white, and 11 more for elevation from white to black. The red group consists of the instructors who guide others in mastering the skills that mark proficient drivers. The criteria are published on the Riesentöter web site, and each one is a step along the path to greater mastery. If you are in green, and you drive the line reasonably accurately and consistently, you have met one of the 15 criteria for promotion to blue. The state conducts its driving test on the street where you drive among strangers. You drive a DE on the track among fellow club members. Your instructor observes you, and all the other drivers in your group and their instructors observe you also. When you demonstrate proficiency, for example when you wave off a late pass in a lower group or you take and execute safely a late pass in an advanced group, you have an audience. You see them in the paddock after the session, and at many other events. You are driving in a very small community that makes your successes and your increasing mastery all the more noticed and sweet. Of course

they see your inevitable errors, too, and also any failure of courtesy. To progress is pleasing, and our supportive, friendly club environment heightens the pleasure.

Mastering Survival Reactions

In his book *Twist of the Wrist*, Keith Code identifies a number of what he calls "survival reactions," behaviors that our experience leads us to believe increase our chances of surviving. Although Code directs his book to motorcycle riders, many of the principles apply to driving a car, particularly a rear-engine car such as a Porsche 911. Consider for example the sensation of entering a turn faster than comfortable. It's scary; you fear flying off the corner. Your survival reaction is to slow, either by lifting off the throttle or braking. If it feels much too fast, you want to lift or brake quickly. At legal speeds on a street or highway this survival reaction generally works well—you are well within the limits of the car. The situation on the track at higher speeds, where the car is closer to its limits of adhesion to the pavement, is an altogether different situation. Mastering the difference is critical. Slowing a car by braking or lifting off the accelerator transfers weight from the rear to the front. With less weight pushing them into the pavement, the rear tires are less effective at resisting lateral movement. Too little rear grip in a turn allows the rear of the car, especially if the engine and 60% of the car's weight is in the rear, to slip sideways and attempt to pivot around the front tires (which now have more weight on them), leading to the rear stepping out or even a spin. When I first drove Watkins Glen my instructor, who knew my Porsche 911 well, chanted "don't lift, don't lift" as we approached and climbed the Esses, the high-speed S-curves that are turns 2-4. Four years later I still hear that good advice each time I navigate turn 1 and set sail for the Esses. My instructor was preemptively countering my survival reaction, teaching me how to gain mastery over the course and myself.

Much of learning to control a car at speed is learning not to do what we have spent many years learning to do, to counter our survival reactions. Because panic braking in a turn so unsettles the car, DE instructors teach braking in a straight line to set the entrance speed to a corner. They also teach students to look far ahead, in part to avoid unexpectedly catching a slower car in a corner. They teach car control and all of the other 40+ criteria for a developing DE driver, always with the primary focus on safety. Thank you, instructors, for helping us overcome our survival reactions and teaching the skills that enable us to feel the pleasure of mastery.

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– *Tim Cahill*

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Planes & Porsches'- Lou Gehrig disease (ALS) Charity Autocross

By Robert N. Wilderman

The Riesentoter Porsche Club had another successful charity event on Sunday, June 29, 2008. In spite of the threatening inclement weather, we managed to raise well over \$3,000 for the Greater Philadelphia ALS Chapter. The official final totals are not available at this time. The money will help with local patient care and equipment as well as ALS research. There were a total of 50 cars that participated in the autocross, 11 entries paid an additional \$50 for the gold pass. The gold pass allowed the driver to choose 6 runs in the AM or the PM; some drivers chose to split their runs equally between morning and afternoon sessions. I must say that everyone had a fun time. We all enjoyed a few Dogfish Head brews at the end of the event. A very nice lunch was provided for all drivers, workers and attending members.

Special Thanks to our sponsors and workers

At this time, my wife, Linda, and I would like to thank all of our wonderful sponsors and autocross workers who made this event possible as well as a huge success. Steve Mc Morn did a fabulous job setting up and arranging the autocross. He really worked very hard to make this all happen. THANK YOU, Steve!!! None of this could have happened without our Riesentoter board of directors and club members. Special thanks also go to Brian and Terry Minkin, Graham Knight, Francine Knochenhauer and Jackie Gilberg. Our PCA helpers included Vytenis Bichnevius, Graham Knight, Jackie Gilberg, Brian and Terry Minkin, Paul Walsack, Francine Knochenhauer and Bodo, Joe Specht from Blue Mountain SCCA and CJ Tires.

A very special thank you goes out to Millennium Aviation, Peter and Jolanta Knight, Pete Wood and Bob Ornuoff who provided our club with the parking, beautiful hanger, security staff, restrooms and the static aircraft display (corporate jet and L-29 jet trainer). Porsche of Main Line, Paul Nogrady, provided several new Porsches on display in the hanger; Dogfish Head Brewery, Nick Benz, provided the wonderful assortment of beer for all of us. What a great way to top off a wonderful day!!! The Wright Insurance Agency, Jonathan Wright, was one of our sponsors. He also personally donated a check to the ALS Association and provided some door prizes. Dougherty's, Bill Dougherty, provided us with catalogs and door prizes. Specialty Cars, Dave Newman and Mark Burkit, provided us with their time, course set-up, autocross walks and some neat race track automobiles. If I left anyone out of this list, I apologize.

The Autocross Course

The autocross course was well laid out on the parking lot. It included a very nice difficulty factor for the beginners and advanced drivers. Some of us,

like me, managed to lose our way on the course a few times. Once this occurred, we made up our own course! This brought on lots of laughter from the crowd. A couple of us managed to spin out and take out a few cones along the way. In my opinion, the figure eight managed to add some interest and difficulty to the course. At the end of the event, prizes were awarded to the best and fastest drive times.

Francine and Jackie did a fabulous job selling our Chinese raffle tickets as well as arranging the prizes from our sponsors. Congratulations to our lucky winners. I hope that we will be able to make this charity autocross an annual event. For those that could not join us this year, please try to make an effort to come out next year. In the meantime, I hope everyone will have a wonderful summer. Good health to everyone and thank you so much for your support.

Summary

In conclusion, I would also like to thank April Haas and Ellyn Phillips, from the Greater Philadelphia ALS Chapter. They provided us with all of the ALS literature, pamphlets and bracelets. Unfortunately, April was not able to stay very long at our event. She had some other family commitments on Sunday. She did speak with Brian Minkin. She learned about autocross also. April presented our club with a beautiful wood plaque from the Greater Philadelphia ALS Association. Brian will display it at our next club function. For more information about Lou Gehrig disease, please go to the following web sites: www.alsa.org and www.alsphiladelphia.org. Contributions in my name can be made online or by phone. These web sites provide lots of information about the disease, current research and studies, patient care, patient services, ALS booklets, videos and pamphlets, Questions and answers and a wealth of other information.



"Bob Wilderman"

Photo: Linda Wilderman

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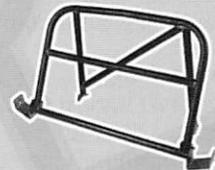
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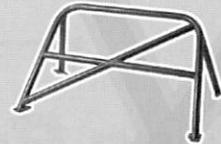
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Calendar of Upcoming Events

DRIVERS EDUCATION SCHEDULE

Event Name	Date	2008		Registration Closing Date
		RTR Member Registration	Non-RTR Registration	
Watkins Glen	August 1-3	June 1	June 8	July 18
Summit Point	August 21-22	July 1	July 8	August 7
Pocono	September 19-21	August 5	August 12	September 5
Thunderbolt (Advanced Day)	September 29	August 5	August 12	September 15
Thunderbolt	October 17-19	September 1	September 8	October 3

Please note: On line registration begins at 12:01 AM

RTR Monthly Meeting Schedule

Meetings start with a social hour at 7pm unless otherwise stated.

August 27 – Buono Via in Horsham. Upstairs. Light food to be provided by the RTR club. Full dinner is available in the restaurant, full bar located within the facility.
<http://bounaviaristorante.com>

September 27 – Victory Brewing Co, 420 Acorn Lane, Downingtown, PA. Saturday event. To be held in conjunction with the Victory's "3rd Annual Fall Fest at Victory Brewing Company – A community celebration with an authentic German flair. Great food, live music, activities for the kids, brewery tours and plenty of our award-winning beers all

outside of our brewery and restaurant here in Downingtown." www.victorybeer.com

October 29 – Monthly meeting and voting meeting currently scheduled for the Bent Elbo located at 582 S Bethlehem Pike, Fort Washington, PA 19034. 215-646-2228. Sure to be a great meeting with our club voting in the next round of executives for 2009!!!

DE Tech Inspection Schedule

DATE	TRACK	INSPECTING FACILITY
Aug 9	Summit Point	Tilson Motors
Sept 6	Pocono	Dougherty Automotive
Sept 27	Thunderbolt (Adv)	Meenan's Transmissions
Oct 4	Thunderbolt	Holbert's

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Upcoming Social Events

September

East Coast Holiday 2008 "Planes, Trains and (356) Automobiles," will take place September 4-7 at Eden Resort Inn, Lancaster. For more information, go to www.eastcoastholiday.com or contact Chair Bruce Baker at 610-831-1200; email him at BSPDSTR@aol.com. "Over 250 Type 356 Porsche cars will be on display, some very rare, and all very interesting," says Concours Chair Loren Hulber. For Concours info, contact Loren at lhulber@ptd.net.

Come to the **Radnor Hunt Concours!** On Sunday, September 14, 2008, you and your motorcar club members can enjoy the elegance and quality of such national events as the annual Pebble Beach or Amelia Island Concours, right in your own backyard—no airfare or high admission prices to consider! The premier "100 Motorcars of Radnor Hunt" is an invitational, world-class Concours d'Elegance featuring historic, classic, and sports racing motor cars, sited on the spacious and historic grounds of the Radnor Hunt. This year's event organizers are offering a secure, exclusive lawn parking area near the main gate and a special admission deal to local motorcar clubs, providing the opportunity for a club outing/activity. For Further Information and Directions contact Robin Zelinskie, 644 Store Road, Harleysville, PA 19438; RobinGZ@comcast.net or visit www.radnorconcours.org. Radnor contact is Bill O'Connell woc2@earthlink.net or 610.777.6500 during the day.

October

Rallymaster Dennis Angelisanti reports that he is organizing a **Fall Gimmick Rally** to be held on Sunday, October 5th. It will be a "Tulip Rally," google that name for more information. There will also be photo identification and visits to historic sites. The rally will begin at Michael's Diner in Douglassville, PA. It is located at the intersection of Routes 422 and 662, on the Northwest corner. Please park away from the diner nearer to the Rite Aid. Registration will open at 8:45 am with a driver's meeting at 9:30 with first car off at 10:00 am. It will take about 2-3 hours to run the rally and with that in mind the finish will be at a nice place to have lunch, cold drinks and bench driving with fellow Riesentoters. Give me a heads up if you plan to attend and you should plan to attend. E-mail at dla109@comcast.net.

PCA Pocono Region of northeastern Pennsylvania extends an invitation for all PCA members to attend their tenth annual **Oktoberfest** weekend. "The dates of October 3, 4 and 5 have been selected to insure fair weather," says Pocono Region President Andrew Moore. "This year's event is being held at the prestigious Inn at Pocono Manor. Freshly restored to its full glory the Manor is sure to provide a regal backdrop to a most memorable weekend. For those that remember Pocono Manor was the site of the 19th Parade held in 1974. The weekend starts off Friday for early arrivals with a best ball golf tournament followed that evening by our official welcome party. An evening of authentic Bavarian Cuisine and live music is in store along with our traditional slot car challenge and tech quiz. Saturday's activities begin with Continental breakfast and Concours held on the shaded lawn of the Manor's Orvis Lodge."

"The afternoon provides the perfect opportunity to enjoy your Porsche and the best of Pocono Mountain scenery while you compete in our Gimmick Road Rally. Saturday evening activities begin with a hors d'œuvres social followed by our awards banquet. Come for the weekend or just for a day, this is an event not to be missed. Full information and registration is available on our regions web site at www.poc.pca.org. There you will also find a link to The Inn at Pocono Manor where you can view all the fabulous amenities this hotel offers. Mention this PCA event for your room rate discount. We hope you can attend."

Riesentöter Member Exhibits at International Automotive Art Show

By Rich Herzog (RTR)

After the typical last-minute thrash to finish up and frame my paintings for exhibit at the "Velocity, the Art of Motion," automotive art show, Joy and I set out for our road trip to Minneapolis and the Grand Opening reception.

As road trips go, this was all interstate, cruise-control driving, and except for the always-thrilling Chicago metro traffic, not very exciting. \$4.25 a gallon always gets your heart thumping, but the 3-liter flat-6 water-cooled boxer powerplant (Subaru Outback) was thankfully quite efficient delivering nearly 30 mpg, and the Yokohama 245-50/16 ES-100's handled every traffic condition with aplomb.

We delivered the paintings to the Hopkins (MN) Center for the Arts in time to make the deadline and had the rest of the week to do tourist activities including the obligatory stop at the Mall of America where we put a bit of a dent in the Williams-Sonoma inventory.

The opening reception took place Saturday evening for artists, invited guests, and sponsors, and included live music, hors d'œuvres, and adult beverages. Quite the nice setting and I had a great time getting an up-close look at works from some of my inspirations, like Bill Motta. And I had the opportunity to talk about my works which were quite well received.

This was my first invitational exhibition and I was quite pleased and honored to be able to attend and interact with other automotive artists.

After the Monday morning artists' networking breakfast buffet it was back on the road homebound. More uneventful (I'm not complaining) Interstate miles and back home safely to Harleysville.

2,850 miles, call it \$400 in gas, plus hotels for a week on the road. Exhibiting at an international show of automotive art - "Priceless."

For more information, go to the following link for local coverage of the event: <http://www.wcco.com/video/?id=43699@wcco.dayport.com> and <http://wcco.com/slideshows/gordys.garage.automotive.20.761269.html>

And for those of you who are or will be in the Minneapolis area before the show closes, here's the link to the event itself: http://www.hopkinsmn.com/_hca/velocity.html

Most of the works on display (including mine - shameless plug department...) are for sale. If mine are not sold during the run of the show, I have made arrangements for them to be used to the benefit of the Nord Stern PCA Region's designated charity, the Courage Center.

A Day at the Races...

By Scott Lictus

With apologies to Freddy Mercury and Queen, a day at Lime Rock (www.limerock.com) is one of the most enjoyable, and accessible points of entry into the world of big-time IMSA sports car racing. The combination of the intimate track, open pits and fan-friendly access policies are unique to motorsport. Fans of all marques and racing classes should take advantage of the opportunity. This year's race was held over Friday and Saturday July 11, 12, 2008.

Logistics:

Lime Rock Park is located in Sharon, CT, about 3.5 hours (220 miles from my home in Sinking Spring, PA) northeast of the Philadelphia area. Limited access highway will take one most of the way there, with the final 45 minutes or so a treat of old time parkways and bucolic upstate NY and CT hamlets. The most direct route from PA is Interstate 78 East to New Jersey, north on I287/87, east on I84 exiting at the Taconic Parkway. Veteran race goers know to watch their speed on this stretch of parkway as the New York State troopers know that it is race weekend and are out in force. From there, it's easy to find your way to Lime Rock. Simply follow the conga line of sporting machinery to the track.

Porcheplatz:

Porscheplatz might easily be the best \$10 I ever spent. That incremental price over the base admission to Lime Rock secures preferred parking and the knowledge that your Porsche will be parked next to several hundred equally fastidious owners. While touring the 'platz, my friend Jeff Callahan - an BMW owner I might add - noted "It smells like Porsches". And it's true, all those hot engines were giving off the aroma of hot oil, exhaust, and tires that Porsche owners can instantly recognize.

Open for both Friday and Saturday of race weekend, a reservation at the 'platz also guarantees a place to get out of the sun, presentations by Porsche NA and Porsche of Fairfield, raffles, and for an extra \$20, lunch away from the crowds.

The highlight of the Friday calendar is the Porsche parade lap on the Lime Rock road course. This parade is limited to 75 cars and is preceded by a safety briefing and is facilitated by IMSA. This is followed shortly thereafter by a Porsche Motorsport "meet & greet" at the tent.

This year's Saturday presentation was centered on the upcoming 2009 Carrera, with both the factory and dealers representatives detailing upcoming improvements such as the Direct Inject engines, PDK transmission, and the new PASM Sport suspension and Limited Slip Differential now available on North American market cars. The Sport Chrono package has also been enhanced to provide launch control with combined with the PDK transmission. This functionality allows the driver to stand on the brake, rev the car to 6500 rpm and simply release the brakes. The car launch itself a maximum acceleration with out wheelspin. This option will certain appeal to our inner adolescent! I'll be happy to email the Order Guide to anyone looking to spec out a new Carrera!

The folks from Fairfield also assembled a find cross section of current Porsche models as part of an impressive static display that included the back-up RS Spyder of the DHL Penske team. In keeping with the overall theme of accessibility, the Spyder was not roped off but was simply sitting under a protective canopy where the interior was on full display. An attentive PCA member kept the crowd from actually sitting in the car, but otherwise, it was unfettered access.

In addition to the Porscheplatz, Acura NSX, Ferrari and Corvette enthusiasts were also segregated in their corrals. This made for a wonderful walk around between races. The parking lot in general was a treat with all makes of exotic machinery both domestic and imported. Several Aston Martins, Bentley's and an impressive line of Ford GT's were highlights of this informal car show.

Sights and Sounds:

In chatting with some of my race companions, they agreed the modifications to the track (fresh pavement and redesigned run off area) and the addition of some new spectator areas were improvements over the previous generation. These were completed recently as some areas (such as the spectator area near the access bridge) were still quite bare of grass.

The main arcade featured a variety of automobile related vendors and exhibitions, the most interesting to me being the BMW tent. The new GT2 class V8 powered M3 was displayed. This car will be running against the GT3 RSR's and F430's later this season and full time in 2009. The Letterman-Rahal team will be campaigning the car so support should be formidable. It was a nice surprise to see this

impressive new entry so accessible, but that seems to be a common theme at this event. A new street M3 sedan complementing the race version and an M6 coupe were bookending the race exhibit.

Other interesting sights included the Patron Tequila (Acura's title sponsor) and Michelin hospitality tents (invited guests only) along the arcade. Porsche's corporate tent occupied the highest position on the infield, high above the paddock and main straight. This position provided unobstructed views of much of the course. If anyone could get me a pass to this tent next year, I would be most grateful!

As an aside, the Skip Barber Racing School is headquartered at Lime Rock. Barber has separate, purpose built facilities inside the track boundaries and Skip himself drove the pace laps at the beginning of the ALMS race Saturday.

The Race:

And yes, amongst all this hullabaloo, there was a race. Or several. The Friday card included practice sessions for Formula BMW and the ALMS series in the morning with the afternoon bringing the IMSA Lites out. Qualifying for all classes took place Friday afternoon with the ALMS series GT1/2 class preceding the LMP1/2 closing out the afternoon.

Saturday began with the first round of Formula BMW followed by a practice round for ALMS. The sounds of the ALMS cars are very unique within the class. The LMP1 Audi R10 TDI's make a subdued whoosh as they rocket by. It's like listening to a jet pass, they are nearly past you before you hear the noise. The RS Spyders emit the familiar flat 6 blat. The GT2 F430's whine could be mistaken for a motorcycle until they lift for corners, emitting sharp, staccato backfires. The GT1 Corvettes and Vipers overpower the sounds of all the other cars regardless of class with the deep rumbles blaring from their big block V8's and V10's.

IMSA Lites then completed their 30 minute race. Following a lunch break, Formula BMW completed another half hour round completing the preliminary card.

Following a parade lap of the original Dyson Racing Porsche 962 paired with its identically painted #16 LMP2 RS Spyder, the most interesting 15 minutes of the afternoon took place:

After the field had warmed up and taken their place on the starting grid, the gates to the track were thrown open and interested spectators – that would be me – were allowed onto the track to photograph the cars, chat up the crews and drivers and generally make a nuisance of ourselves. This is a fantastically fan friendly gesture by the teams

who allowed complete (within reason) unfettered access to the cars and crew. It was an impressive display of automotive firepower, Christmas morning for a car nerd.

As the race is nearly 3 hours long and all classes are running together, the cars tend to spread out and some very interesting and spectacular passing occurs as the faster LMP cars overtake the GT class cars. Both the LMP1 and LMP2 cars effortlessly passed the GT's in incredibly tight transition area in the esses. It makes for a lot of action and excellent racing.

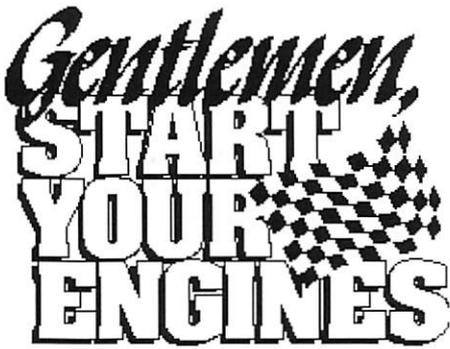
To aid spectators in keeping track of class leaders – the public address system is drowned out continually – ALMS utilizes the "Leader Lights" system. Each class had a unique color assigned. LMP1 is Red, LMP2 Blue. GT1 and GT2 are green and yellow respectively. Each car has 3 LED lights on either the front or rear fender panel. 1 light is lit for the class leader, 2 for 2nd place and 3 for 3rd. It's a great way to know where the leaders are as they pass by.

I won't go into detail describing the race. Narrative and results superior to what I can provide as a spectator are available at www.imsaracing.net and www.autoweek.com. To summarize though, it was a good day for the Flying Lizard Motorsport team GT3 RSR's. in GT2. The Patron Tequila Acura edged the Penske DHL RS Spyders in LMP2 kicking off a raucous celebration in both the Patron hospitality venues.

To summarize, a day at Lime Rock is a great day for car and race enthusiasts. It's day trippable and camping facilities are available on site for multiday stays. The nearby village of Sharon is postcard pretty if a break from racing is required. I'll be going again next year. As of publication, the 2009 race date has not been finalized but Lime Rock advised it is usually mid-July. Perhaps a caravan of Riesentoter Porsches can be proudly displayed in the Porscheplatz!



Photo: Jeff Callahan



RTR Auto X August



Au•to•cross (ô'tō-krôs', -krôs') n. - A form of motor sport that emphasizes safe, low-cost competition and active participation. An autocross is a timed competition where drivers navigate one at a time through a temporary course marked by traffic cones. Autocross tends to place more emphasis on car handling and driver skill than on sheer horsepower.

It was the calm before the storm. As a blood-red sun rose majestically over a serenely quiet Reading Airport, little did anyone suspect that the peace was about to be broken, not by the usual roar of jet engines but by the throbbing engines of almost 50 keen competitors in their Porsches, Fords and Subarus; each of whom was on a mission to fly around the RTR 'Planes and Porsches' AX course in order to raise as much money as possible for ALS . . . OK, OK enough with the flowery BS! Overall, the first ever RTR 'Planes and Porsches' AX at Reading Airport on Sunday 29th June was a great success. On the day, the projected rain and thunder storms stayed away, the sun shone brightly all day, 46 cars (minus 4 no-shows but hey, we got their entrance fees anyway!) had 6 runs each and we estimate we had over 90 friends, guests and spectators (including a passing motorbike gang) watching from inside the hangar. Most importantly, through entry fees, generous sponsorship, individual donations and the sterling work of Francine and Jackie who did an AMAZIN' job to sell over \$1000 worth of raffle tickets, we are currently estimating that we raised approximately \$4000 for ALS, pending any recent last minute donations, on behalf of our good friend and RTR member Bob Wilderman. Bob didn't quite have the fastest time of the day, which once again went to Dave Newman, but as you can see by the pictures opposite, Bob was sporting the biggest smile of the day.

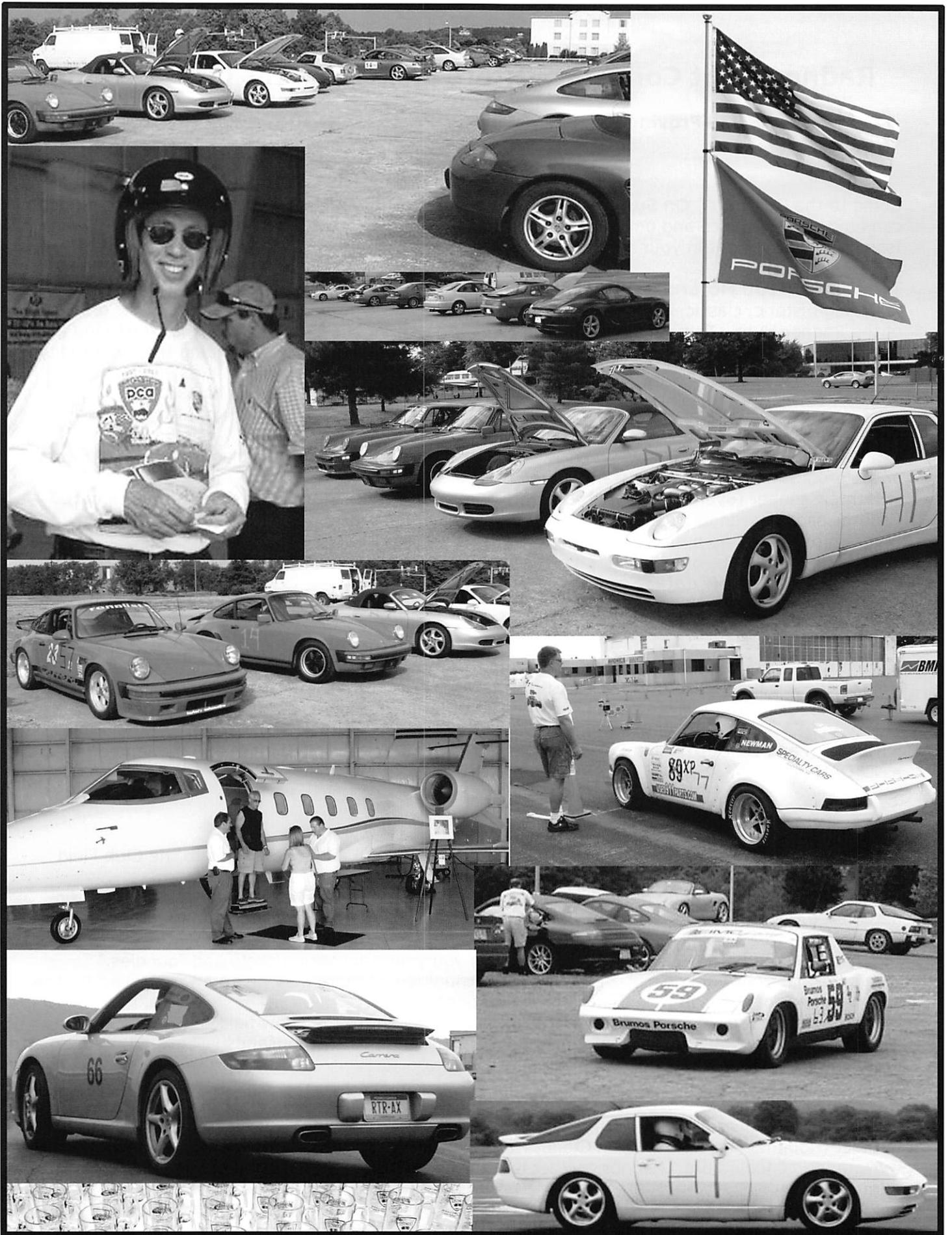
Thanks to all who helped including Vee, Graham, Jackie, Brian & Terry, Paul, Francine and Bodo, Joe Specht and Rick Case from Blue Mountain SCCA who helped with the timing plus everyone else and oops, any one I've accidentally forgotten. Special thanks go to Millennium Aviation especially Pete Woods, Bob Ornduff and Peter & Jolanta Knight who kindly provided all of the facilities and made everyone so welcome, Dave Newman & Specialty cars, Porsche of the Main Line who sponsored the commemorative beer steins and provided the display car component of the Planes and Porsches display inside the hangar, Craig & Bill from Vision, Dogfish Head Brewery who provided post-event drinks, the Wright Insurance agency, Dougherty's and Apex products who supported the event.

On the day, Dave Newman designed a fast, sweeping 'figure of 8 course' which started and finished with a long slalom and was purposefully easy for the 14 complete novices to remember, yet technically challenging for those with a little more experience - a full list of individual raw times are shown opposite. For those competing in our 'just for fun' RTR AX+ championship, Congratulations to JMAZZ for taking his first win of the year (chocolate milkshakes are obviously the way to go), followed by Nick Betegh in second and Jim Wirth in third. I had my worst run of the year . . . but at least I had a good excuse as my little mind was occupied by other things on the day. I did try everything to improve my time . . . including trying to bribe officials . . . but they just took the money and spent it on sandwiches! To see the effect of the Planes and Porsches AX on RTR championship positions, please follow this link to the forum - <http://rtr.mywowbb.com/forum3/1209.html>.

On the whole, Vee & I are very happy with the first ever RTR PnP AX. Everyone had a good time, Bob left with a big smile on his face and we managed to raise approx \$4k for ALS. Not a bad day all in all! Only 1 question remains . . . shall we do it all again next year??

Finally, FYI - the fifth event in our RTR AutoX+ Roadshow series will be on Sunday 31st August with Philly SCCA at Warminster. For more info, please see the forum and hope to see you there!

Cheers
Steve and "Vee"



Photos: Bill O'Connell, Vee, John Montoro, Linda Wilderman

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Registration Details:

- Each pre-registered vehicle will receive 1 admission ticket, 1 event dash plaque, 1 signed poster, and 1 program. Cost for vehicle and driver: \$40.
- Each passenger (over age 12) will receive 1 admission ticket, 1 signed poster, and 1 program. Cost for each passenger: \$25. (NOTE: Regular price at gate for 2 people is \$70 for admission and program only, with no preferred parking.)
- Registrants may pre-order event polo shirt(s) @ \$35.
- **Registration cutoff date: September 1.**

To Register:

- Fill in Club Field Registration Form inserted in this month’s issue of Der Gasser.
- Make check payable to **Radnor Hunt Foundation/Concours d’Elegance**. (Proceeds benefit the Willistown Conservation Trust, and Thorncroft, a therapeutic horseback riding facility.)
- Mail form and check to Robin Zelinskie, 644 Store Road, Harleysville, PA 19438 by September 1.
- **NO DAY OF SHOW REGISTRATION FOR CLUB FIELD PARKING.**

Instructions for Day of Show:

- Drive your vintage car to the event (no provision for trailers) and follow signs to the Club Field Parking Area. Gates open at 9:30 a.m., **rain or shine**.
- Give your club name and your name to event parking representative. Park in your club’s designated area (look for signs) and wait with your car. (No “regular” cars will be admitted to this club field parking area.)
- Your club coordinator (Robin Zelinskie) will give you your admission tickets and “goodies.”
- Be sure that your vintage car is in prime show condition as there may be an award or two for the club cars and for the club with the “most interesting” display.
- You may bring a picnic lunch or buy from vendors adjacent to the show field.
- Be sure to bring your club’s promotional banners and handouts—thousands will attend, offering an excellent opportunity to recruit new members.

For Further Information and Directions:

Contact (Robin Zelinskie, 644 Store Road, Harleysville, PA 19438; RobinGZ@comcast.net) or visit www.radnorconcours.org. Radnor contact is Bill O’Connell woc2@earthlink.net or 610.777.6500 during the day.



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August Membership News and Ramblings

Marty Kocse, RTR Membership

This month's report is going to be short and sweet. July was a very special month for one of our region's members, Greg Hassler. He just so happened to win the "Porsche Club Members Only" raffle grand prize, a brand new 2009 Carrera S and he found out on his birthday no less. Many of you may have already heard via email from Vu Nguyen, PCA Executive Director, but it is definitely worth repeating. Greg doesn't have the car just yet (the 2009's are not even in showrooms for another couple of months), but he will be receiving it as soon as they can build it for him to his very own specifications (color, options, etc.). Since Greg is involved in Driver's Education, he told me that the vehicle will have all the track related goodies (short shift kit, sport suspension, etc.) and it will actually make it to the track sooner than later. In all honesty, it couldn't have happened to a nicer person and RTR couldn't be more pleased and excited for Greg.

Watch as Vu surprises him with the winning prize:
<http://www.youtube.com/watch?v=rGhBDqLMS18>

Please make sure to get involved and at least come out for a social event. As I've said before, the region is full of great people and many fun things to do. You really need to experience it for yourself.

Look for the next "Not Just for New Members" breakfast meeting to be held at the end of September, Sunday the 28th - time and place to be announced. Look for it in next month's der Gasser or check the calendar on-line at www.rtr-pca.org for an update.



Advertiser Spotlight

CJ's Tire & Automotive Services

By Maureen Sangiorgio

One day in 1971, Paul "Skip" Levengood had a bad experience while out buying tires. He ought to know a little about the subject - he had been working on the assembly line making Firestone tires. That's when he had the following thought . . . "I could do a better job at presenting and selling tires than THAT." That was the day Skip and his business partner and their wives decided to open up a tire store in Birdsboro, PA. "It was open on the weekends, when they weren't working at the plant," says General Manager Dennis Glowacki. "They named the store after their wife's initials, Carol and Judy." Eventually the business grew to a point where he left his job at Firestone and began working his tire business full-time. Today, that business has grown to ten locations.

"Skip's philosophy was that he wanted to give great service at a fair price," explains Dennis. "That's the mantra we operate under to this day. We have grown the mechanical end of the tire business quite a bit over the years. For example, now we offer preventive maintenance, full-service garage with oil changes, and state inspections. We do almost everything a dealership will do except body work or transmission work."

CJ's is a family-run business. "Skip is still the owner/president, and his son, Paul Jr., is the vice president," notes Dennis. "We still don't charge for installation. Skip feels that it's enough that you buy tires from him. If you buy tires from us, we'll put them on for nothing. Mounting and balancing is all free when you buy tires from CJs."

In the earlier years, CJs sold mainly Michelin tires, but has now expanded their line to include BF Goodrich, Uniroyal, Goodyear, Yokohama, Pirelli, and Toyo in addition to Michelin. Of special interest to Porsche owners is the fact that they carry ultra high-performance products such as Toyo RA1 and Michelin PS2 tires. "We are also the east coast distributor for Toyo racing tires," says Dennis. "Skip is very involved with racing events such as hill climbs and SCCA." According to Dennis, CJs also shaves tires down to a specific thread for consistent wear.

"Thirty seven years ago Skip built a business, and his mantra was fast service," says Dennis. "We want to make sure that that tire customer knows we're going to do the right thing. We have an owner that is integrated into the business. There is not a day that goes by that he's not in a store, behind a counter, in a truck, or in the shop. He's built an empire that he can walk away from, but he chooses not to do that because he believes so passionately in taking care of the customer. He wants to make sure his legacy continues."

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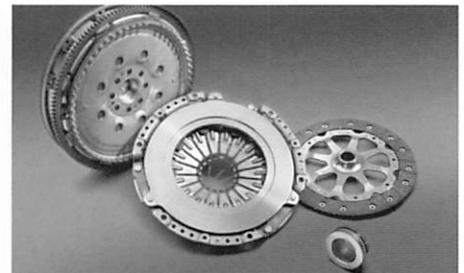
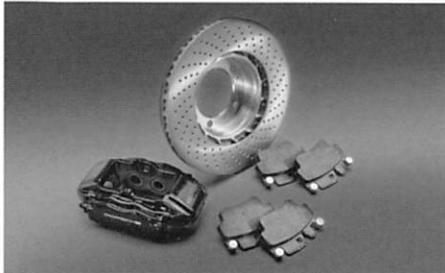
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Der Gasser Marktplatz

Automobiles

1990 944 S2 Cabriolet Guards Red with black leather interior; 105,102 miles. The car is in very good condition overall and is 100% stock other than a one off GIAC chip. The clutch has been replaced within 10K. The car comes complete with the convertible boot, books, maintenance records from the early 90's, original sales brochure, owner's manual and folder, un-used collapsible spare, and car cover.

Porsche only made these 944 S2 convertibles for 2 model years, pretty rare car, the #s I have seen indicate the 1824 of them were imported to the US in 1990.

Over all this car is in VERY GOOD condition but this is NOT a brand new car.

Mechanically the car is perfect. Car drives EXCELLENT. Very tight and super strong. The 16 valve S2 motor is rated at 208 hp strong. I am the second owner of this car, and I can put you in contact with the garage that did the work on the car the past 15K miles since it's final dealer service. Please do not waste my time with endless questions about the car, please just do the research yourself, and NO lowball offers, I am a 25 year PCA member and I understand the market value of cars. Chris Kellett @ 610-659-1033. chriskellett@mac.com

1990 Carrera 2 Sunroof Coupe - Garage kept, in family since new. I've had this car for 11 years. Serviced by Holberts. Diamond Blue Metallic w/champagne leather. All original, not modified or tracked. Not driven in snow/ice. Car runs strongly. 101,500 miles. Great daily driver or track car. New shift linkage bushings, clutch slave cylinder, axle boot, rear brakes. Cold AC. The list goes on and on. Records. Feb Inspection. \$16,500 Contact Peter 215 896 2750 or email peterf909@verizon.net

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Porsche Accessories/Manuals/Magazines

1985 1/2 944 parts: Driver side front door panel (black & tan) \$15, left & right front window motors \$20 each, left & right front door glass \$15 each, Corbeau race seat with sliding seat trac \$25, Simpson 5 point camlock belts (red) \$15. Contact Denny at dennwasser@aol.com or 610-562-8956

CAR MAGAZINES must go: near-complete runs of PANORAMA, EUROPEAN CAR and SPORTS CAR INTERNATIONAL, mostly excellent condition, boxed in sequence. PANORAMA is from 9/87, plus 29 1971-1976 issues in PANO binders; EUROPEAN CAR is from (first issue) 8/91 (missing 7 issues); SPORTSCAR International is from 5/88 (missing 5 issues). Bid on one, two or all three titles. Shipping is prohibitive; pick them up in Princeton, NJ. Call Bruce Bristow at 609-921-2466 or e-mail dcobruceb@yahoo.com with any questions and bids.

FACTORY MANUAL, EARLY 911 (TYPE 2000). \$50.00; CHILTON'S PORSCHE 2, 1969-73, 911 AND 912 \$10.00; AUTOPRESS PORSCHE 911, 1964-1969 \$10.00; HAYNES WORKSHOP MANUAL, 1965-75 \$10.00; EXHAUST HEADERS, NEW, 2 LTR 911 \$50.00; TWO 15" CHROME WHEELS, EARLY 911 \$25.00; TWO 15X8 WHEELS \$25.00; GEARS (I FORGET WHAT WAS LEFT); CALENDARS, EXCELLENCE, PANORAMA, DER GASSER (CALL FOR LIST); CALL DICK, 215-870-4589.

The First 25 years Anniversary edition (hardbound) of Porsche Panorama, signed by Betty Jo Turner - \$35 plus shipping; Brey-Krause Harness Guide Bar for 1974-93 Targas (B-K1015). Excellent condition - \$250 & shipping (retails for \$398). 304 stainless - attaches to factory mounting points; 15" phone dials - 6" & 7" widths, with Dunlop D-60A2 tires in great condition - \$150 & shipping. Contact John Floyd at jdfloyd1@verizon.net.

Member Classifieds are free to PCA Members for occasional sales of personally owned items and run from date received for three issues unless cancelled. Porsche Vehicles for Sale may be accompanied by one small photograph. Copy and cancellations must be received in writing by US mail or e-mail. Other vehicles may be offered for sale by members at the cost of \$10 for three issues; check for payment made out to "RTR-PCA" must accompany your copy. "Commercial Classifieds" are available to businesses within the Riesentoter Region for the sale of Porsche cars, parts, or accessories; "Commercial Classifieds" are available at a cost of \$20 per issue, limit 25 words. Email submissions to Maureen Sangiorgio at Got2BFit@aol.com with Der Gasser on the subject line.

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